TRAINMASTERS

W. KEITH.....Dunsmuir, Cal.
B. KNIGHT.....Klamath Falls, Ore.
A. TEAL.....Klamath Falls, Ore.
R. ANDERSON.....Dunsmuir, Cal.
J. DEON.....Alturas, Cal.

ROAD FOREMEN OF ENGINES

E. PETERSON.....Dunsmuir, Cal.
L. SHOUPE.....Klamath Falls, Ore.

ASST. ROAD FOREMEN OF ENGINES

M. DICKSON.....Dunsmuir, Cal.
M. FOX.....Dunsmuir, Cal.
B. VAUGHAN.....Klamath Falls, Ore.

CHIEF TRAIN DISPATCHER

R. PETTY.....Dunsmuir, Cal.

J. C. SLADE
Assistant Superintendent, Dunsmuir, Cal.

SOUTHERN PACIFIC COMPANY

SHASTA DIVISION

TIMETABLE

58

EFFECTIVE SUNDAY, SEPTEMBER 28, 1952
AT 12:01 A. M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY, WHO MUST ALSO CARRY COPY OF CURRENT ISSUE OF SPECIAL INSTRUCTIONS

R. E. HALLAWELL,
General Manager.

E. D. MOODY,
W. D. LAMPRECHT,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

V. E. ANDERSON,
Superintendent of Transportation.

J. A. McKINNON,
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. W. Washburn	Chief Surgeon
Dunsmuir	Dr. E. V. Anderson	District Physician and Surgeon
Dunsmuir	Dr. D. D. Todorovic	District Physician and Surgeon
Dunsmuir	Dr. J. W. Reynolds	District Physician and Surgeon
Mt. Shasta	Dr. J. B. McGuire	District Physician and Surgeon
Montague	Dr. R. W. Jones (Residence —Yreka)	District Physician and Surgeon
Hilt	Dr. R. W. Bayuk	District Physician and Surgeon
Ashland	Dr. H. A. Woods	District Physician and Surgeon
Ashland	Dr. Charles A. Haines	Asst. Dist. Physician and Surgeon
Red Bluff	Dr. E. R. Wilson	District Physician and Surgeon
Anderson	Dr. E. K. Harris	District Physician and Surgeon
Redding	Dr. H. R. McVickers	District Physician and Surgeon
Redding	Dr. J. L. Price	District Physician and Surgeon
Gerber	Dr. R. G. Frey	District Physician and Surgeon
Dorris	Dr. E. S. Peeke	District Physician and Surgeon
Klamath Falls	Dr. C. V. Rugh	Division Physician and Surgeon
Klamath Falls	Dr. Marvin Nerseth	District Physician and Surgeon
Klamath Falls	Dr. R. H. Engelecke	Asst. Dist. Physician and Surgeon
Klamath Falls	Dr. E. D. Lamb	Assoc. Dist. Physician and Surgeon
Klamath Falls	Dr. R. W. Stearns	Oculist and Aurist
Merrill	Dr. F. E. Trotman	Emergency Physician and Surgeon
Tule Lake	Dr. Isaac Spomer	District Physician and Surgeon
Alturas	Dr. J. Paul McKenney	District Physician and Surgeon
Alturas	Dr. Phillip W. McKenney	District Physician and Surgeon
Lakeview	Dr. C. E. Leithead	District Physician and Surgeon
Yreka	Dr. R. W. Jones	District Physician and Surgeon

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

GENERAL.....SAN FRANCISCO
EMERGENCY.....GERBER

WATCH INSPECTORS

San Francisco	C. D. Fabrin, Manager of Time Service, 65 Market St.
Redding	Adolph F. Dobrowsky
Dunsmuir	L. L. Huddle
Weed	J. N. Wilmarth
Ashland	C. R. Ramsey
Klamath Falls	J. C. Renie
Alturas	Virgil Pratt
Lakeview	A. E. Rugg

LOCATION OF STANDARD CLOCK

Gerber	Train-Order Office	Klamath Falls	Train
Gerber	Roundhouse	Klamath Falls	
Redding	Train-Order Office	Weed	Train
Dunsmuir Yard	Yard Office	Weed	
Dunsmuir	Train-Order Office	Ashland	Train
Dunsmuir	Chief Dispatcher's Office	Ashland	
Dunsmuir	Trick Dispatcher's Office	Chiloquin	Train
Dunsmuir	Crew Dispatcher's Office	Chemult	Train
Dunsmuir	Roundhouse Office	Crescent Lake	Train
Klamath Falls Yard	Train-Order Office	Alturas	Train

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDITIONED		AIR CONDITIONED									
					COOLING SEASON					NON-COOLING SEASON				
			Steel	Steel Under-Frame	ACI	ACM	ACW	ACS	ACE	ACI	ACM	ACW	ACS	ACE
Conventional Equipment:														
SP....	Box—Baggage	41′	24											
SP....	Baggage	60′	48	40										
SP....	Baggage	61′		45										
SP....	Baggage	66′	65	54										
SP....	Baggage	70′	63											
SP....	Baggage and Mail	60′	56											
SP....	Baggage and Mail	66′	68	60										
SP....	Baggage and Mail	69′	64											
SP....	Baggage and Mail	70′	66											
SP....	Baggage and Psgr.	60′	51											
SP....	Baggage and Psgr.	61′		58										
SP....	Baggage—Horse	70′	67											
SP....	Baggage—Horse	80′	75											
SP....	Postal	40′	42											
SP....	Postal	60′	59											
SP....	Postal—Storage	60′	54											
SP....	Postal—Storage	61′	61											
SP....	Club	75′			83					80				
SP....	Club	77′				100					92			
SP....	Chair	60′	53		70					67				
SP....	Chair	72′			82		80			79		80		
SP....	Chair	73′			78					75				
SP....	Chair	74′			90		85	98		87		85	90	
SP....	Coach	60′	50		67					64				
SP....	Coach	70′			78		76			75		76		
SP....	Coach	72′	60		81		79			78		79		
SP....	Coach	74′			87					84				
SP....	All Day Lunch	60′	51		63					60				
SP....	Cafe—Lounge	72′			86					83				
SP....	Diner	73′	79											
SP....	Diner	77′			92	100	85			89	92	85		
SP....	Diner	79′					88					88		
SP....	Diner	80′				105					97			
SP....	Lounge	75′			85		80			82		80		
SP....	Lounge	80′			95		93			92		93		
SP....	Observation—Lounge	75′					94					94		
SP....	Observation—Smoking	69′		78										
SP....	Observation—Smoking	72′			83					80				
SP....	Observation—Smoking	74′	78											
SP....	Official	Var.	79	79			96		86			96		86
Pull...	Standard Sleeper	“			92	90		93		89	90		93	
Pull...	Tourist	“			86	85		88		83	85		88	
Pull...	Lounge	“			90	88		89		87	88		89	
Pull...	Troop Sleeper	“	38											
Pull...	Troop Kitchen	“	39											
USA..	Kitchen	“	40											
USA..	Ward	“			90	87				87	79			
USA..	Dressing	“			86					83				
USA..	Mortuary	“	79											
USA..	Hospital (89200-01)	“			84					81				
USA..	Hospital (89340-52)	“			78					75				

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDITIONED		AIR CONDITIONED									
					COOLING SEASON					NON-COOLING SEASON				
			Steel	Steel Under-Frame	ACI	ACM	ACW	ACS	ACE	ACI	ACM	ACW	ACS	ACE
Conventional Equipment—Con't.														
UP...	Box—Express	41′	22											
UP...	Baggage	69′	62											
UP...	Baggage	81′	68											
UP...	Baggage—Dormitory	81′			76		79			73		79		
UP...	Chair	70′				86		89			78		86	
UP...	Chair	74′						88					80	
UP...	Club—Lounge	75′				92					83			
UP...	Diner	80′				95					87			
UP...	Lounge	70′						86					78	
CNW	Baggage	66′	68											
CNW	Coach	66′					57					57		
CNW	Diner	66′				88					87			
CRIP	Express	41′	25											
CRIP	Baggage	60′	53											
CRIP	Baggage	66′	65											
CRIP	Baggage	70′	68											
CRIP	Dormitory	70′					78					78		
CRIP	Chair	70′			82					79				
CRIP	Coach	74′			82					79				
CRIP	Club	75′			95					92				
CRIP	Diner	80′					95					95		
Light Weight Equipment:														
SP....	Baggage	Var.					65					65		
SP....	Baggage—Postal	“	69											
SP....	Baggage—30 ft. Postal	“					69					69		
SP....	Baggage—60 ft. Postal	“					62					62		
SP....	Baggage—Dormitory	“				71	64				61	64		
SP....	Chair	“				71	63	64			60	63	56	
SP....	Chair (Articulated)	“					99	95				99	88	
SP....	Chair—Baggage	“						63					55	
SP....	Diner	“				77	72	64			66	72	56	
SP....	Diner (Triplex)	“					159	174				159	150	
SP....	Tavern	“					62	65				62	57	
SP....	Coffee Shop—Lounge	“				77	72				66	72		
SP....	Lounge	“				74	66				61	66		
SP....	Parlor	“						65					57	
SP....	Parlor—Observation	“					58	62				58	54	
SP....	Bedroom	“				81					71			
SP....	Bedroom—Comp.	“				81					70			
SP....	Roomette	“				73					72			
SP....	Roomette—Bedroom	“				82					71			
SP....	Roomette—Dbl. Bdrm.	“				77					67			
Pull...	Standard Sleepers	“				65	68	62			65	68	62	
UP...	Bage—Dorm (C of SF)	82′					62					62		
UP...	Bage—Dorm (C of SF)	76′				79					71			
UP...	Chair	75′				64					56			
UP...	Club—Lounge	75′				66					58			
CRIP	Baggage and Mail	70′	52											
CRIP	Dormitory	83′					61					61		
CRIP	Chair	80′					61					61		
CRIP	Diner	80′					64					64		
CRIP	Diner	83′					68					68		
CRIP	Coffee Shop—Lounge	83′					69					69		

CODE: ACI: Air Conditioned—Ice System
ACM: Air Conditioned—Mechanical System
ACW: Air Conditioned—Waukesha System
ACS: Air Conditioned—Steam Ejector System
ACE: Air Conditioned—Evaporative System

EASTWARD

Timetable No. 58
September 28, 1952

Capacity of sidings		SECOND CLASS 624 Freight Leave Daily	SECOND CLASS 622 Freight Leave Daily	SECOND CLASS 620 Freight Leave Daily	FIRST CLASS 12 Cascade Leave Daily	FIRST CLASS 10 Shasta Daylight Leave Daily	FIRST CLASS 20 Klamath (c) Leave Daily	Mile Post Location	STATIONS
Gerber yard	BKWOYP	PM 4.30	AM 8.30	AM 12.30	PM 9.20	AM 11.40	AM 2.05	213.8	TO-R GERBER
	P							214.8	1.0 KISKA
								215.8	1.0 PROBERTA
98	P	4.43	8.43	12.43	9.26	11.46	2.11	218.9	3.1 RAWSON
Yd.Lmts. 54	P	4.54	8.54	12.54	9.31	11.52	s 2.16	223.4	TO RED BLUFF 4.5
Yd.Lmts. 97	P	4.56	8.56	12.56			2.27	224.5	1.1 GLADE
97	P	5.06	9.06	1.06	9.37	AM 11.58	2.32	228.9	4.4 BLUNT
104	P	5.16	9.16	1.16	9.42	PM 12.03	2.38	233.6	4.7 HOOKER
97	WP	5.27	9.27	1.27	9.48	12.09	c 2.48	240.4	TO COTTONWOOD 6.8
103	P	5.33	9.33	1.33			2.52	244.2	3.8 CULP
99	P	5.38	9.38	1.38	9.54	12.15	c 3.00	247.1	TO ANDERSON 2.9
102	P	5.46	9.46	1.46	9.59		3.07	253.5	6.4 GIRVAN
E 181 W 96 Yard Limits	BKWIP	5.55	AM 9.55	1.55	s 10.06	s 12.26	s 3.40	258.2	TO REDDING 4.7
102	WYP							263.0	4.8 SILVERTHORN
100	P						f 3.52	266.3	3.3 CENTRAL VALLEY
100	P							270.4	4.1 McCOLL
89	P							273.2	2.8 PITBRIDGE
120	P							277.6	4.4 O'BRIEN
100	P							281.2	3.6 MEAD
101	WYP						c	285.7	4.5 LAKEHEAD
104	WP						s 4.30	289.8 296.7	4.1 DELTA
110	P							300.2	3.5 LAMOINE
98	P							304.0	3.8 GIBSON
63	P							306.0	2.0 FISHER
106	WP							309.4	3.4 SIMS
108	P							313.1	3.7 CONANT
48	P						f 5.15	315.3	2.2 CASTELLA
Dunsmuir yard 115	P							318.3	3.0 CASTLE CRAG
	BKP	9.00 PM	1.00 PM	5.00 AM				321.2	TO-R DUNSMUIR YARD 2.9
	BDKWOTP				s 11.40 PM	s 1.56 PM	s 5.55 AM	322.1	TO-R DUNSMUIR 0.9
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(101.4)
		(4.30) 22.33	(4.30) 22.33	(4.30) 22.33	(2.20) 43.46	(2.16) 44.73	(3.50) 26.43		Time over District / Average Speed per Hour

Automatic Block Signal System

RULE 5. Schedule time and train-order time at Gerber apply at station sign.

Schedule time and train-order time on westward first-class trains apply at train-order signal Redding.

Trains operate by C.T.C. between Redding and Dunsmuir but at stations where time is shown must not depart ahead of time.

ADDITIONAL STATIONS

Station Number	NAME	Mile Post	Capacity
14396	Dirigo	316.1	..
	Matheson Branch		
14654	Kesdam	262.3	..
14660	Motion	268.0	..

Timetable No. 58
September 28, 1952

WESTWARD

FIRST CLASS

STATIONS	Station Number	Distance from Dunsmuir	11 Cascade	19 Klamath	9 Shasta Daylight
			Arrive Daily	Arrive Daily	Arrive Daily
TO-R GERBER 1.0	11707	101.4	AM s 4.55	PM s 3.30	PM s 7.15
KISKA 1.0	14301	100.4			
PROBERTA 3.1	14302	99.4			
RAWSON 4.5	14305	96.3	4.46	3.19	7.07
TO RED BLUFF 1.1	14310	91.8	4.41	s 3.12	7.02
GLADE 4.4	14311	90.7		3.03	
BLUNT 4.7	14315	86.3	4.34	2.58	6.56
HOOKER 6.8	14320	81.6	4.29	2.52	6.51
TO COTTONWOOD 3.8	14327	74.8	4.23	s 2.39	6.45
CULP 2.9	14330	71.0		2.35	
TO ANDERSON 6.4	14333	68.1	4.16	s 2.27	6.39
GIRVAN 4.7	14340	61.7	4.11	2.21	6.34
TO REDDING 4.8	14344	57.0	s 4.07	s 2.15	s 6.30
SILVERTHORN 3.3	14349	52.2			
CENTRAL VALLEY 4.1	14353	48.9		f 1.49	
McCOLL 2.8	14357	44.8			
PITBRIDGE 4.4	14359	42.0			
O'BRIEN 3.6	14364	37.6		c	
MEAD 4.5	14367	34.0			
LAKEHEAD 4.1	14372	29.5		c	
DELTA 3.5	14376	25.4		f 1.18	
LAMOINE 3.8	14380	21.9		c	
GIBSON 2.0	14383	18.1			
FISHER 3.4	14385	16.1			
SIMS 3.7	14389	12.7		c	
CONANT 2.2	14392	9.0			
CASTELLA 3.0	14395	6.8		f 12.27	
CASTLE CRAG 2.9	14398	3.8			
TO-R DUNSMUIR YARD 0.9	14401	0.9			
TO-R DUNSMUIR	14402	0.0	2.30 AM	12.10 PM	5.00 PM
(101.4)			Leave Daily	Leave Daily	Leave Daily
Time over District			(2.25)	(3.20)	(2.15)
Average Speed per Hour			41.91	30.42	45.90

Automatic Block Signal System

Centralized Traffic Control

LE 5. Schedule time and train-order time at Gerber apply on sign.
hedule time and train-order time on westward first-class trains at train-order signal Redding.
rains operate by C.T.C. between Dunsmuir and Redding but at s where time is shown must not depart ahead of time.

Capacity of sidings	EASTWARD Mile Post Location	Timetable No. 58 September 28, 1952 Matheson Branch STATIONS	Station Number	WESTWARD Distance from Coram
Yard Limits BKWIP	258.2	TO REDDING	14344	14.5
24	261.0	2.8 MIDDLE CREEK	14653	11.7
9 P	263.2	2.2 KETT	14655	9.5
P	268.9 / 267.2	5.7 MATHESON	14659	3.8
25 P	271.0	3.8 CORAM	14663	0.0

(14.5)

BLACK BUTTE SUBDIVISION

EASTWARD

Timetable No. 58
September 28, 1952

Capacity of sidings		SECOND CLASS 634 Freight Leave Daily	632 Freight Leave Daily	630 Freight Leave Daily	FIRST CLASS 12 Cascade Leave Daily	10 Shasta Daylight Leave Daily	20 Klamath (c) Leave Daily	Mile Post Location	STATIONS
Dunsmuir yard	BKP							321.2	TO-R DUNSMUIR YARD
	BDKWOTP				PM 11.50	PM 2.06	AM 6.20	322.1	0.9 TO-R DUNSMUIR
	P						c	325.4	3.3 SHASTA SPRINGS
110	P							326.1	0.7 SMALL
	P							327.6	1.5 CANTARA
144	P							331.4	3.8 MOTT
116	P							333.5	2.1 AZALEA
94	WYP						s 7.05	336.7	3.2 MOUNT SHASTA
111	P							339.1	2.4 UPTON
116	P							342.0 342.3	2.9 DEETZ
Yard Limits 232	WYP	PM 7.10	AM 11.10	AM 3.10	AM 12.40	2.49	c 7.25	345.1 345.2	2.8 TO BLACK BUTTE
103	P	7.27	11.27	3.27	12.52	3.01	7.37	352.2	7.0 HOTLUM
102	P	7.40	11.40	3.40	**1.00**	3.09	c 7.46	357.2	5.0 BOLAM
103	P	7.48	AM 11.48	3.48	1.05	3.14	7.52	360.7	3.5 ANDESITE
108	P	8.01	PM 12.01	4.01	1.11	3.20	7.59	364.8	4.1 COUGAR
E 107 W 113	WYP	8.13	12.13	4.13	1.17	**3.25**	f 8.09	368.5	3.7 TO GRASS LAKE
95	P	8.23	12.23	4.23	1.22	3.30	8.16	373.1	4.6 ERICKSON
106	P	8.29	12.29	4.29	1.26	3.34	8.21	377.2	4.1 PENOYAR
	YP						s 8.28	380.6	3.4 TO LEAF
100	WP	8.35	12.35	4.35	1.31	3.39	f 8.33	381.9	1.3 BRAY
73	P	8.40	12.40	4.40			8.39	386.0	4.1 KEGG
105	P	8.45	12.45	4.45	1.40	3.48	8.45	390.0	4.0 JEROME
E 90 W 85	WP	8.50	12.50	4.50	1.43	3.51	f 8.50	394.0	4.0 TO MT. HEBRON
	P						s 8.55	396.7	2.7 TO MACDOEL
100	P	8.56	12.56	4.56	1.47	3.55	8.58	398.3	1.6 SOMERSET
106	P	9.02	1.02	5.02	1.51	3.59	**9.08**	402.6	4.3 MAY
101	P	9.08	1.08	5.08	1.55	4.03	s 9.14	407.1	4.5 TO DORRIS
101	P	9.21	1.21	5.21	2.05	4.13	9.32	415.6	8.5 WORDEN
95	P	9.29	1.29	5.29	2.12	4.20	9.40	422.3	6.7 MIDLAND
Klamath Falls yard	P	9.34	1.34	5.34	2.16	4.24	9.46	426.2	3.9 TEXUM
	BDKWOTYP	9.50 PM	1.50 PM	5.50 AM				428.7	2.5 TO-R KLAMATH FALLS YARD
	BDKWOTYP				s 2.25 AM	s 4.31 PM	s 10.00 AM	429.5	0.8 TO-R KLAMATH FALLS
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(107.9)
		(2.40) 31.31	(2.40) 31.31	(2.40) 31.31	(2.35) 41.24	(2.25) 44.31	(3.40) 29.41		Time over District / Average Speed per Hour

Automatic Block Signal System

Water Supply—Three-fourths mile east of Cantara.

RULE 82-A. Authority for movement of second-class trains and sections thereof Dunsmuir Yard to Black Butte will be authorized by clearance and trains will register and display signals and indicators Dunsmuir Yard to Black Butte accordingly.

Trains operate by C.T.C. between Dunsmuir and Black Butte but at stations where time is shown must not depart ahead of time.

ADDITIONAL STATIONS

Station Number	NAME	Mile Post	Capacity
14414	Pioneer.....(Spur)	335.1	..
14465	Kegg Pit.....	386.9	..

Timetable No. 58
September 28, 1952

Automatic Block Signal System — Centralized Traffic Control

WESTWARD

FIRST CLASS

STATIONS	Station Number	Distance from Klamath Falls	19 Klamath (c)	9 Shasta Daylight	11 Cascade
			Arrive Daily	Arrive Daily	Arrive Daily
TO-R DUNSMUIR YARD 0.9	14401	107.9			
TO-R DUNSMUIR 3.3	14402	107.0	s AM 11.40	s PM 4.50	s AM 2.20
SHASTA SPRINGS 0.7	14405	103.7	c		
SMALL 1.5	14406	103.0			
CANTARA 3.8	14407	101.5			
MOTT 2.1	14411	97.7			
AZALEA 3.2	14413	95.6			
MOUNT SHASTA 2.4	14416	92.4	s 10.55		
UPTON 2.9	14418	90.0			
DEETZ 2.8	14421	87.1			
TO BLACK BUTTE 7.0	14424	84.3	c 10.43	4.01	1.20
HOTLUM 5.0	14431	77.3	10.31	3.49	1.08
BOLAM 3.5	14436	72.3	f 10.22	3.41	**1.00**
ANDESITE 4.1	14440	68.8	10.17	3.36	12.54
COUGAR 3.7	14444	64.7	10.11	3.30	12.48
TO GRASS LAKE 4.6	14447	61.0	f 10.05	**3.25**	12.43
ERICKSON 4.1	14452	56.4	9.58	3.16	12.37
PENOYAR 3.4	14456	52.3	f 9.50		12.32
TO LEAF 1.3	14460	48.9	s 9.43		
BRAY 4.1	14461	47.6	9.39	3.08	12.26
KEGG 4.0	14465	43.5	9.31		
JEROME 4.0	14469	39.5	9.25	2.59	12.16
TO MT. HEBRON 2.7	14473	35.5	c 9.20		
TO MACDOEL 1.6	14476	32.8	s 9.15		
SOMERSET 4.3	14477	31.2	9.12	2.52	12.09
MAY 4.5	14482	26.9	**9.08**		
TO DORRIS 8.5	14486	22.4	s 9.01	2.45	12.02 AM
WORDEN 6.7	14495	13.9	8.46	2.36	11.53 PM
MIDLAND 3.9	14501	7.2	8.40	2.30	11.47
TEXUM 2.5	14505	3.3	8.35	2.27	11.44
TO-R KLAMATH FALLS YARD 0.8	14508	0.8			
TO-R KLAMATH FALLS	14509	0.0	8.30 AM	2.23 PM	11.40 PM
(107.9)			Leave Daily	Leave Daily	Leave Daily
Time over District			(3.10)	(2.27)	(2.40)
Average Speed per Hour			34.10	43.67	40.41

Westward freight trains using siding at Mt. Hebron to meet or let trains to pass, will make a cut in front of train-order office ment to clear the county road crossing.
Water Supply—Three-fourths mile east of Cantara.

Trains operate by C.T.C. between Black Butte and Dunsmuir but at stations where time is shown must not depart ahead of time.

EASTWARD

Timetable No. 58
September 28, 1952

Capacity of sidings		SECOND CLASS 646 Freight Leave Daily	384 G. N. Ry. Freight Leave Daily	644 Freight Leave Daily	642 Freight Leave Daily			FIRST CLASS 10 Shasta Daylight Leave Daily	20 Klamath Leave Daily	12 Cascade Leave Daily	Mile Post Location		STATIONS
Klamath Falls yd.	BDKWOTYP	PM 4.45	AM 8.20	AM **8.05**	AM 12.05			PM 4.41	AM 10.20	AM 2.35	429.5		TO-R **KLAMATH FALLS**
	P								10.25		431.9		2.4 **CHELSEA**
100	P	5.00	8.35	8.20	12.20			4.46	10.30	2.41	434.1		2.2 **WOCUS**
98	P	5.10	8.45	8.30	12.30			4.51	c 10.36	2.46	438.9		4.8 TO **ALGOMA**
103	P	5.15	8.50	8.35	12.35			4.55	10.41	2.51	442.6		3.7 **OUXY**
99	P	5.21	8.56	8.41	12.41			4.59	c 10.47	2.56	447.2		4.6 **MODOC POINT**
98	P	5.27	9.02	8.47	12.47			5.03	10.53	3.00	451.8		4.6 **LOBERT**
196	KWYP	5.35	9.10	8.55	12.55			5.08	s 11.04	3.05	456.7		4.9 TO **CHILOQUIN**
78	P										458.0		1.3 **PINE RIDGE**
101	P	5.46	9.21	9.06	1.06			5.13	11.12	3.11	461.1		3.1 **BRAYMILL**
101	P	6.00	9.35	9.20	1.20			5.18	11.19	3.17	465.3		4.2 **CALIMUS**
E 109 W 104	WYP	6.15	9.50	9.35	1.35			5.24	f 11.28	3.23	470.3		5.0 TO **KIRK**
92	P	6.21	9.56	9.41	1.41				11.35	3.27	474.5		4.2 **FUEGO**
92	P	6.27	10.02	9.47	1.47			5.31	c 11.41	3.31	478.6		4.1 **CHINCHALO**
93	WP	6.35	10.10	9.55	1.55			5.35	c 11.49	3.35	483.4		4.8 TO **LENZ**
92	P	6.41	10.16	10.01	2.01			5.39	AM c 11.55	3.39	488.2		4.8 **MAZAMA**
104	P	6.48	10.23	10.08	2.08			5.43	PM 12.01	3.43	492.6		4.4 **YAMSAY**
92	P	6.55	10.30	10.15	2.15				c 12.07	3.47	498.0		5.4 **DIAMOND LAKE**
93	BKP	7.02	10.40 AM	10.22	2.22			5.51	s 12.15	c 3.51	503.3		5.3 TO-R **CHEMULT**
93	YP	7.07		10.27	2.27			5.54	12.20	3.54	507.2		3.9 **PAUNINA**
93	P	7.17		10.37	2.37			6.01	f 12.29	4.02	514.8		7.6 TO **MOWICH**
94	P	7.24		10.44	2.44			6.06	12.34	4.07	519.5		4.7 **KOTAN**
93	P	7.31		10.51	2.51			6.11	**12.43**	4.12	524.0		4.5 **UMLI**
Yard Limits Psgr. 45 BKWOYP		7.45 PM		11.05 AM	3.05 AM			6.17 PM	s 1.05 PM	4.20 AM	528.6		4.6 TO-R **CRESCENT LAKE**
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily			(99.1)
		(3.00) 33.33	(2.20) 33.57	(3.00) 33.33	(3.00) 33.33			(1.36) 61.93	(2.45) 36.04	(1.45) 56.63			.....Time over District .....Average Speed per Hour

Automatic Block Signal System

RULE 5. Main track at Crescent Lake between switches of passenger siding may be used by any first-class train if track is known to be clear. Passenger siding is between main track and station building.

Freight trains on siding Chemult for passenger trains must provide passageway for passengers to station, member of crew to be stationed at the cut. Train must not be recoupled until all passengers have passed to station side.

ADDITIONAL STATIONS

Station Number	NAME	Mile Post	Capacity
14593	Gilchrist Jct.....	513.2	..

Timetable No. 58

September 28, 1952

WESTWARD

FIRST CLASS

STATIONS	Station Number	Distance from Crescent Lake	19 Klamath	9 Shasta Daylight	11 Cascade
			Arrive Daily	Arrive Daily	Arrive Daily
TO-R **KLAMATH FALLS** 2.4	14509	99.1	s AM 8.05	s PM 2.13	s PM 11.30
CHELSEA 2.2	14511	96.7			
WOCUS 4.8	14513	94.5	7.54	2.06	11.24
TO **ALGOMA** 3.7	14518	89.7	f 7.49	2.01	11.19
OUXY 4.6	14522	86.0	7.44	1.57	11.15
MODOC POINT 4.6	14526	81.4	f 7.39	1.53	11.11
LOBERT 4.9	14531	76.8	7.35	1.49	
TO **CHILOQUIN** 1.3	14536	71.9	s 7.29	1.44	11.03
PINE RIDGE 3.1	14537	70.6			
BRAYMILL 4.2	14540	67.5	7.20	1.39	10.58
CALIMUS 5.0	14544	63.3	7.14	1.34	10.53
TO **KIRK** 4.2	14549	58.3	f 7.08	1.28	10.47
FUEGO 4.1	14553	54.1	c 7.03		
CHINCHALO 4.8	14558	50.0	c 6.58	1.21	10.40
TO **LENZ** 4.8	14562	45.2	c 6.53	1.17	10.36
MAZAMA 4.4	14567	40.4	c 6.48		10.32
YAMSAY 5.4	14572	36.0	6.43	1.10	10.28
DIAMOND LAKE 5.3	14577	30.6	c 6.37		
TO-R **CHEMULT** 3.9	14582	25.3	s 6.30	1.02	10.19
PAUNINA 7.6	14586	21.4	c 6.24	12.59	10.16
TO **MOWICH** 4.7	14594	13.8	c 6.16	12.52	10.09
KOTAN 4.5	14598	9.1	6.11	12.47	10.04
UMLI 4.6	14603	4.6	6.06	**12.43**	10.00
TO-R **CRESCENT LAKE**	14608	0.0	6.00 AM	12.38 PM	9.55 PM
(99.1)			Leave Daily	Leave Daily	Leave Daily
Time over District			(2.05)	(1.35)	(1.35)
Average Speed per Hour			47.57	62.60	62.60

Automatic Block Signal System

RULE 5. Main track at Crescent Lake between switches of enger siding may be used by any first-class train if track is known e clear. Passenger siding is between main track and station ing.

Freight trains on siding Chemult for passenger trains must pro- passageway for passengers to station, member of crew to be ned at the cut. Train must not be recoupled until all passen- have passed to station side.

BLACK BUTTE SUBDIVISION

EASTWARD

Capacity of sidings	SECOND CLASS 640 Freight Leave Daily	638 Freight Leave Daily	636 Freight Leave Daily	Mile Post Location	Timetable No. 58 September 28, 1952 STATIONS	Station Number	Distance from Ashland	WESTWARD
Yard Limits 232 WYP	PM 4.30	AM 8.01	AM 12.01	345.2	TO **BLACK BUTTE**	14424	85.1	
				347.0 / 345.8	1.8 **IGERNA**	14702	83.3	
Yard Limits 53 BKWOYP	4.45	8.16	12.16	348.4	TO-R 2.6 **WEED**	14704	80.7	
41 WYP	5.01	8.31	12.31	353.4	5.0 **EDGEWOOD**	14709	75.7	
62 P	5.22	8.52	12.52	361.0	TO 7.6 **GAZELLE**	14717	68.1	
75 P	5.35	9.05	1.05	369.1	8.1 **GRENADA**	14725	60.0	
Yard Limits 60 P	5.49	9.20	1.20	375.5	TO 6.4 **MONTAGUE**	14732	53.6	
59 P	5.57	9.28	1.28	380.7	5.2 **SNOWDON**	14737	48.4	
47 P	6.13	9.44	1.44	386.2	5.5 **AGER**	14742	42.9	
Yard Limits 69 WYP	6.34	10.05	2.05	393.1	TO 6.9 **HORNBROOK**	14749	36.0	
43 P	7.06	10.37	2.37	401.8	TO 8.7 **HILT**	14758	27.3	
53 P	7.24	10.55	2.55	407.4	5.6 **GREGORY**	14763	21.7	
71 P	7.44	11.15	3.15	412.2	4.8 **SISKIYOU**	14768	16.9	
50 WP	8.14	AM 11.45	3.45	419.3	7.1 **STEINMAN**	14775	9.8	
64 P	8.30	PM 12.01	4.01	422.9	3.6 **MISTLETOE**	14779	6.2	
Ashland yard BDKWOTP	8.55 PM	12.25 PM	4.25 AM	429.1	TO-R 6.2 **ASHLAND**	14785	0.0	
	Arrive Daily	Arrive Daily	Arrive Daily		(85.1)			
	(4.25) 19.27	(4.24) 19.34	(4.24) 19.34		Time over District / Average Speed per Hour			

Automatic Block Signal System

GS and AC class engines not permitted to operate between Hornbrook and Ashland.

Water Supply:

MP 390.5
MP 403.6 (Emergency only)

ADDITIONAL STATIONS

Station Number	NAME	Mile Post	Capacity
14783	Belleview	426.8	..

EASTWARD Capacity of sidings	Mile Post Location	Timetable No. 58 September 28, 1952 STATIONS	Station Number	Distance from Klamath Falls	WESTWARD THIRD CLASS 651 Freight Arrive Daily	653 Freight Arrive Daily	655 Freight Arrive Daily
Yard Limits BKWOYP	457.3				AM	PM	PM
56	458.3	TO-R ALTURAS	13881	97.5	6.15	2.15	10.15
	459.9	1.6 JUNIPER	14802	95.9			
69 P	470.6	10.7 FLETCHER	14812	85.2	5.40	1.40	9.40
74 WYP	477.7	TO 7.1 CANBY	14819	78.1	5.20	1.20	9.20
73 YP	485.4	7.7 AMBROSE	14827	70.4	4.50	12.50	8.50
71 WP	493.6	8.2 HACKAMORE	14835	62.2	4.15	12.15 PM	8.15
69 P	500.8	7.2 MEARES	14843	55.0	3.50	11.50 AM	7.50
95 WYP	506.1	TO 5.3 PEREZ	14848	49.7	3.30	11.30	7.30
69 P	515.4	9.3 CORNELL	14857	40.4	2.58	10.58	6.58
YP	521.9	6.5 STALEY	14864	33.9			
68 WP	524.3	2.4 STRONGHOLD	14866	31.5	2.38	10.38	6.38
I	525.4	1.1 Great Northern Ry. Crossing	. . .	30.4			
Yard Limits 36 P	529.7	TO 4.3 TULE LAKE	14871	26.1	2.28	10.28	6.28
94 P	533.2	3.5 HATFIELD	14875	22.6	2.20	10.20	6.20
69 P	537.9	TO 4.7 MERRILL	14880	17.9	2.10	10.10	6.10
69 P	547.1	9.2 STUKEL	14889	8.7	1.50	9.50	5.50
Klamath Falls yd. BDKWOTYP	555.0	7.9			1.30	9.30	5.30
	428.7	TO-R KLAMATH FALLS YARD	14508	0.8	AM	AM	PM
BDKWOTYP	429.5	TO-R 0.8 KLAMATH FALLS	14509	0.0			
		(97.5)			Leave Daily	Leave Daily	Leave Daily
		Time over District			(4.45)	(4.45)	(4.45)
		Average Speed per Hour			20.88	20.88	20.88

RULE 5. Schedule time and train-order time at Alturas apply n-order office.

Take water at Hackamore and Stronghold only in emergency.

EASTWARD of sidings	Mile Post Location	Timetable No. 58 September 28, 1952 Lakeview Branch STATIONS	Station Number	Distance from Lakeview	WESTWARD
limits BKWOYP	458.3				
	456.8	TO-R ALTURAS	13881	55.5	
P	466.9	10.1 SURPRISE	14910	45.4	
P	478.6	11.7 DAVIS CREEK	14922	33.7	
P	491.2	TO 12.6 WILLOW RANCH	14934	21.1	
limits WYP	512.3	TO-R 21.1 LAKEVIEW	14956	0.0	
		(55.5)			
		Time over District			
		Average Speed per Hour			

ADDITIONAL STATIONS

Station Number	NAME	Mile Post	Capacity
	Alturas line		
14832	Boles	489.8	..
14862	Copic	520.3	..
14867	Homestead	525.6	..
14869	Tuber	527.7	..
14878	Malone	536.0	..
14883	Lost River	541.0	..
14886	Hosley	543.8	..
14890	Gem	548.1	..
14892	Spring Lake	550.3	..
	Lakeview Branch		
14941	Fairport	498.2	..

RULE 5. Schedule time and train-order time at Alturas apply n-order office.

Water Supply: MP 485.8

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

Train	STATION	KIND	FREQUENCY	FOR REVENUE PASSENGERS		FOR OTHER TRAFFIC
				RECEIVE TO (or beyond)	DISCHARGE FROM (or beyond)	
12	Chemult	Flag	Daily		Davis	
19	Mowich	Flag	Tues. and Sat.			To entrain employes
19	Paunina	Flag	Monday	Any station		
19	Diamond Lake	Flag	Monday	Any station		
19	Diamond Lake	Flag	Tues. and Sat.			To entrain employes
19	Mazama	Flag	Monday	Any station		
19	Lenz	Flag	Daily	Klamath Falls	Eugene	
19	Lenz	Flag	Tues. and Sat.			To entrain employes
19	Chinchalo	Flag	Saturday	Any station		
19	Fuego	Flag	Saturday	Any station		
19	Mt. Hebron	Stop	Daily except Sun.			To exchange U. S. Mail
19	Kegg Pitt	Flag	Sun., Wed., Fri.	Any station	Any station	
19	Black Butte	Flag	Daily		Klamath Falls	
19	Shasta Springs	Flag	Daily	Davis	Klamath Falls	
19	Sims	Stop if necessary	Daily			To dispatch parcel post
19	Lamoine	Stop if necessary	Daily			To dispatch parcel post
19	Lakehead	Stop	Daily exc. Sunday and Holidays			To exchange U. S. Mail and par
19	O'Brien	Stop if necessary	Daily			To dispatch parcel post
20	Cottonwood	Stop	Monday and day following Holidays			To exchange U. S. Mail
20	Anderson	Stop	Monday and day following Holidays			To exchange U. S. Mail
20	Lakehead	Stop if necessary	Daily			To dispatch parcel post
20	Any Station Gerber to Dunsmuir	Flag	Daily	Black Butte		
20	Shasta Springs	Flag	Daily	Klamath Falls	Davis	
20	Black Butte	Flag	Daily	Klamath Falls	Sacramento	
20	Bolam	Flag	13th and 29th			To entrain employes
20	Kegg Pit	Flag	Sunday			To receive or discharge employ
20	Algoma	Flag	Daily	Eugene	Gerber	
20	Algoma	Flag	Tues. and Sat.			To detrain employes
20	Algoma	Stop if necessary	Daily			To receive or discharge U. S. newspapers
20	Modoc Point	Flag	Daily	Eugene	Gerber	
20	Modoc Point	Flag	Tues. and Sat.			To detrain employes
20	Modoc Point	Stop	Daily			To exchange U. S. Mail
20	Chinchalo	Flag	Daily	Eugene	Gerber	
20	Lenz	Flag	Daily	Eugene	Klamath Falls	
20	Lenz	Flag	Tues. and Sat.			To detrain employes
20	Mazama	Flag	Daily	Eugene	Gerber	
20	Diamond Lake	Flag	Tues. and Sat.			To detrain employes

RULE 5. Schedule times shown in small type indicate special ructions in the timetable govern movement.

RULE S-72. Westward trains are superior to trains of the e class in the opposite direction.

RULE 105. Sidings designated "E" in capacity of sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains.

Capacity of sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one steam engine and caboose.

SPECIAL INSTRUCTIONS—REDDING SUBDIVISION

RULE 83 (A). At the following stations, only the trains indi- will register:

Dunsmuir Yard ....
Dunsmuir .....
} Trains originating or terminating.

RULE 83 (B). At open train-order offices trains may register cket as follows:

Dunsmuir—Nos. 9, 10, 11 and 12.

RULE 105. **Redding.** Track on passenger station side next to track is westward siding. Track on freight station side next to track is eastward siding and extends from initial switch at end to beginning of C. T. C.

RULE 221. Westward trains originating at Dunsmuir need not obtain clearance at Dunsmuir Yard. Eastward trains terminating at Dunsmuir need not obtain clearance at Dunsmuir Yard.

SPECIAL INSTRUCTIONS—BLACK BUTTE SUBDIVISION

RULE 83. Eastward trains must obtain train-order check of e superior trains at Black Butte, but may identify opposing between west and east switches Black Butte, and may identify rd superior trains between train-order office and east switch Butte.

RULE 83 (A). At the following stations, only the trains indi- will register:

Dunsmuir Yard
Dunsmuir
} Trains originating or terminating.

Klamath Falls Yard—Westward trains originating at Klamath Falls; eastward second-class and extra trains terminating at Klamath Falls.

Klamath Falls—All trains except westward extra freight trains originating.

Weed—Trains originating or terminating.

RULE 83 (B). At open train-order offices, trains may register ket as follows:

Dunsmuir—Nos. 9, 10, 11 and 12.

Klamath Falls Yard—Westward first-class trains and extra pas- trains.

Klamath Falls—Westward GNRy trains.

perator Klamath Falls will repeat registration of eastward ass trains to operator Klamath Falls Yard for entry in register. egistration must be repeated for verification.

RULE 105. **Weed.** Siding located east of station building on e side of main track.

Black Butte. Siskiyou siding extends from connection to con- siding at west switch Black Butte to connection to controlled opposite east water column. West switch is dual controlled, witch hand operated. Westward trains must not enter Siskiyou without permission from dispatcher.

Grass Lake. Track on station side of main track is westward siding. Westward trains taking siding, stop east of west switch house track. Track on opposite side of main track is eastward siding.

Mt. Hebron. Track on station side of main track is westward siding. Track on opposite side of main track is eastward siding.

Siskiyou. When a westward train is holding main track to meet an eastward train and switch is open for train to enter siding, conductor of train holding main track will arrange to protect the eastward train against light engines or other trains occupying siding, and will give the eastward train sufficient room to avoid stopping engines in tunnel.

RULE 221. Eastward trains originating at Dunsmuir Yard and westward trains terminating at Dunsmuir Yard need not obtain clearance at Dunsmuir.

First-class trains will not obtain clearance at Klamath Falls Yard.

RULE 83 (A). At the following stations, only the trains indicated will register:

Chemult.....Trains originating or terminating.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Klamath Falls..... Westward GNRy trains.
Crescent Lake.....Nos. 9, 10, 11, 12, 19 and 20.

Operator Klamath Falls will repeat registration of eastward first-class trains to operator Klamath Falls Yard for entry in register.

Registration must be repeated for verification.

RULE 105. Kirk. Track on station side of main track is ward siding. Track on opposite side of main track is wes siding.

SPECIAL INSTRUCTIONS—MERRILL SUBDIVISION

RULE 221. Light will not be displayed in train-order signal at Willow Ranch except when train-order operator is on duty.